

A working outline plan for an expanded and enhanced attraction formerly known as The Age of Steam Railroad Museum at Fair Park

Museum of the American Railroad



DeGolyer Library, SMU, Dallas

A Concept for the Future

The history of the railroad is literally woven into the fabric of our nation. The American Railroad touched every aspect of our lives and participated in historical events that shaped the world.

VISIONS is a working outline plan for transforming an existing collection of rare and unique trains into a premiere museum of railroad history and technology. The collection already exists, but the fascinating story behind it is yet to be told.



Travel Beyond the Limits of Your Imagination

VISIONS

"That place is a museum? I thought I'd left the fairgrounds and entered a railroad yard!"

"...I must be lost, how do I get back to Fair Park?"

If you've lived in Dallas for any length of time, you have probably seen them, or at least heard about them—those old trains in a remote corner of Fair Park. Perhaps you passed by them on the way to another event. Why are they there? How did they get there?

No, the railroads didn't just park these trains and forget about them. They are actually a collection of carefully selected railroad artifacts with the potential to become the centerpiece of a major history, technology and cultural center in North Texas. Formerly known as the Age of Steam Railroad Museum, the Museum of the American Railroad is actually a forty-year-old institution. The collection survives due to the efforts of a few. It endures due to the vision of a small but dedicated organization.

Dallas owes its prosperity to the railroad. Once a small prairie town, Dallas would become a strategic intersection in a vast national system of rail lines. The trains at Fair Park are tangible evidence of our past—an era that saw Dallas become a center for commerce, and our nation rise to supremacy in the world. At peacetime and at war, they played a pivotal role in our history.

Far from being just a collection of rusty relics, these trains remain to tell a fascinating story of our past. The Museum of the American Railroad has come of age and is truly at a crossroads. The trains deserve the dignity of a permanent building, and Dallas deserves a great transportation museum.

This plan is a living document that outlines an ambitious transformation of what has essentially been a preservation effort to date. Additionally, this plan provides for the creation of a major cultural entertainment & educational destination in Dallas. The museum takes a local collection that is national in scope and celebrates the profound effect it had on our land and our people.



August, 1965, the original Age of Steam Exhibit begins to take shape.

A CITY TRANSFORMED BY THE RAILROAD

*"...my trip was not in vain,
Dallas is a bright young town, full of promise."*



Dallas Public Library, Texas/Dallas History & Archives Div.

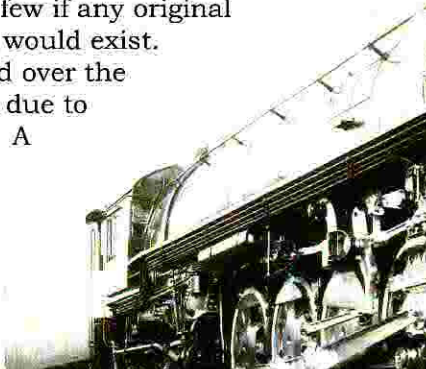
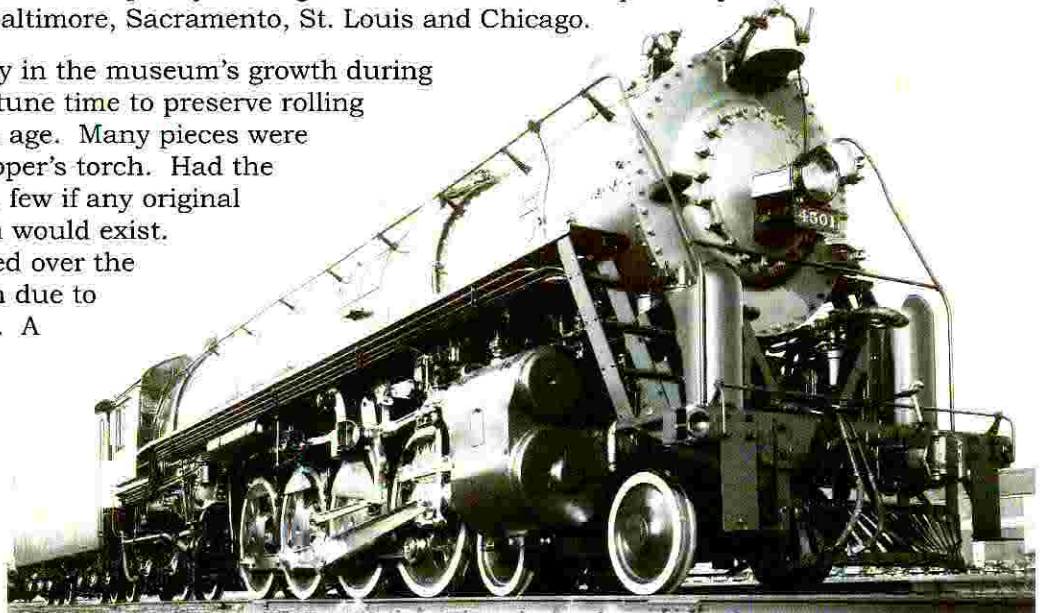
These words were recorded in a letter by an early traveler upon his arrival in Dallas. His journey was by train. The year was 1873 and the railroad had just reached Dallas from the south a year earlier. This burgeoning town would soon become the intersection of the first east-west line due to skillful maneuvering by local politicians. The arrival of these two major rail lines set the stage for a period of growth ultimately making Dallas the center for commerce in the Southwest, unprecedented for a city without a major river or seaport!

Whether you're a native Dallasite, or just visiting for the weekend, you won't want to miss this superlative collection of historic trains. Journey back in time and see the trains that helped build Texas and the Nation.



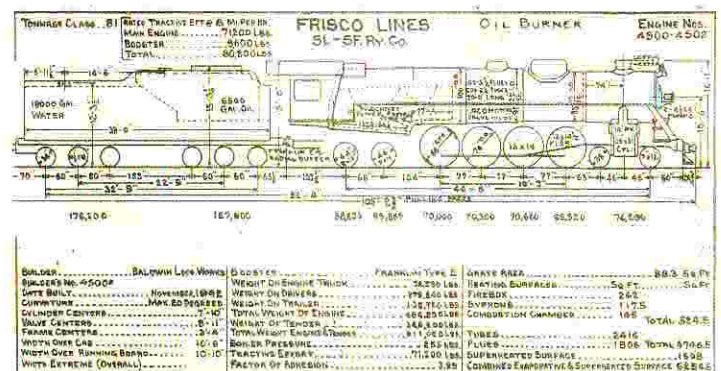
DeGolyer Library, SMU, Dallas

Most pieces were acquired early in the museum's growth during the mid-1960s—a most opportune time to preserve rolling stock from railroading's golden age. Many pieces were literally rescued from the scrapper's torch. Had the museum begun a decade later, few if any original pieces in our present collection would exist. Selected pieces have been added over the years, but with great discretion due to space and funding constraints. A museum such as ours is very capital intensive, not unlike an actual railroad. And, while our rolling stock is mostly static, we incur many of the same needs as an active railroad.

A black and white photograph of a large steam locomotive, likely a passenger engine, with multiple sets of wheels and a tall smokestack, positioned on tracks. The locomotive is angled towards the right, and its complex mechanical structure, including the boiler, wheels, and connecting rods, is clearly visible. The background is dark and indistinct, focusing attention on the locomotive itself.

Railroad Museum of Pennsylvania, H.L. Broadbelt Collection

The Museum's greatest strength undoubtedly lies in its collection. Both in terms of size and significance, it has the potential to more completely tell the story of railroads than other well established museums. The scope of the collection is not limited to any geographic region or specific era. Some railroad museums take a more esoteric approach to their collection, even limiting their coverage to one particular railroad company. Positive comments from rail aficionados, and casual visitors alike, emphasize the quality and diversity of the museum's collection. The story of the Railroad is national in scope. The two most popular pieces in our collection are the Big Boy steam locomotive and the GG-1 electric locomotive. Having served entirely different roles at opposite ends of the nation, they offer an opportunity to attract a greater audience.



Museum of the American Railroad



The Past



The museum's collection began life as a quaint exhibit during the 1963 State Fair of Texas. The collection was established as a tangible reminder of the railroad's enormous effect on the development of Dallas and the nation. The exhibit is still located within its original 1.8 acre site in Fair Park, adjacent to the Texas & Pacific Railway's original main line to Dallas. The original 1963 exhibit was a modest but significant start at telling the story of railroading's golden age. It was a collaborative effort of Joseph Rucker, Jr., then Assistant General Manager of the State Fair, and Everett DeGolyer, Jr., an influential Dallas philanthropist who shared his father's love of railroads and Western history.

The original "Age of Steam" exhibit was met with great enthusiasm and became a regular attraction among fairgoers in subsequent years. While there is no evidence of a detailed master plan, the original concept of the exhibit provided for limited growth beyond 1963. Additional pieces of rolling stock were added during the mid-1960s. Several donations would have to await the construction of additional exhibit track.

The 1970s would see a shift in priorities at the State Fair. A greater emphasis was placed on other activities, with the original investment in the trains considered adequate. The Southwest Railroad Historical Society, having provided volunteer support since the inception, was assuming a greater role and responsibility for the collection. Unfortunately, the organization lacked funding from the State Fair or the City of Dallas. In 1987, the City and the State Fair would enter into a new management agreement for the Park. The city would place a greater emphasis on year-round arts and cultural activities, creating an environment more conducive to the permanent museums. In 1990, ownership of the collection was officially conveyed to the SRHS. The organization would replace the term "exhibit" with "museum" and hire its first paid staffer.

The Present

The Museum of the American Railroad now employs a full-time, professional staff and continues to assemble an outstanding collection of locomotives, cars, and related structures at its present site. However, while open to visitors since 1963, the collection remains more or less warehoused in this remote corner of Fair Park, away from traffic to the other museums. Several key pieces of rolling stock are also stored off-site.

Annual attendance continues to grow along with special events. Unfortunately, the need for additional space has for many years been in conflict with landmark restrictions and an annual state fair held in October. The museum has become somewhat a victim of its own success, lacking adequate facilities for additional growth. Events such as the popular "Day Out with Thomas", which attracts 30,000 visitors, are now held off-site. The museum has essentially reached the point of diminishing returns on its limited resources at its current site.

The setting of the exhibit, a primitive turn-of-the-century depot situated alongside yard tracks, does little to interpret the museum's 1930s–1950s era passenger trains that once traveled between major cities. A more appropriate setting would be that of a large train station with an open-truss shed spanning the entire collection. This would provide indoor facilities allowing for better interpretation and protection from the elements.

The Future

Visions 2006 transforms a museum which houses an aging but very significant collection of railroad artifacts into a premiere center for rail transportation history and technology that is national in scope. The plan provides for future collecting which follows the progression of railroad history and technology. It foresees the addition of items from the railroad that are presently in service or yet to be created. The story of the railroad and its effect on our land and our people is ongoing. *Visions 2006* is the beginning of a journey that will celebrate railroading's past, present, and future.



The Present

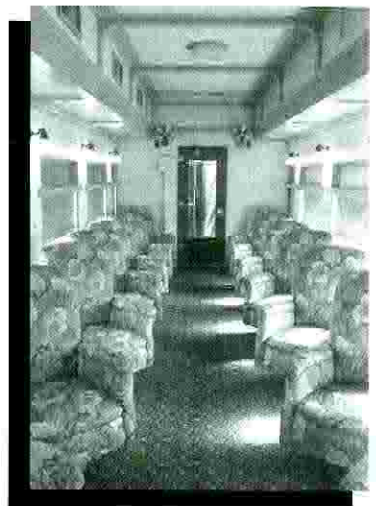
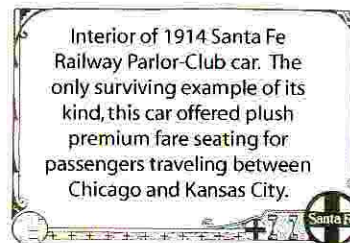
The Museum of the American Railroad is now a viable, largely self-sustaining institution with a four person professional paid staff. In 2004, the museum's Board of Trustees adopted a new organizational form of governance that is more responsive to the community and is designed to meet the needs of its diverse audience.

Several of the museum's field trip programs have become staples in Dallas area school curriculums. These educational programs are also recognized by local arts and education advocacy organizations including Arts Partners. The museum now receives supplemental funding from the City of Dallas Office of Cultural Affairs and the Texas Commission on the Arts. Local foundations have also contributed to several recent major restoration projects that have received national recognition. Amtrak is a regular exhibitor at the museum with their popular Texas Eagle equipment displays attracting thousands of visitors each year. Other successful events include, Artrain USA, a nationwide tour of fine art aboard a five car train. Perhaps the most successful endeavor in recent years has been "Day Out with Thomas," an event centered around PBS's endearing train character, Thomas the Tank Engine. The museum attracts over 30,000 Thomas fans, both young and old, each year.

As we enter a new century, the Museum of the American Railroad collection stands as tangible evidence of our own past. Our parents and grandparents rode these trains and perhaps worked on them. A fascinating story remains to be told about how the American railroad has had a profound effect on our lives. One of the nation's foremost collections of trains stands ready to depart on an exciting journey right here in Dallas. Your first class accommodation has been prepared in the Pullman car, and a table has been set for you in the diner. All Aboard!



Houston & Texas Central Depot ca.1900 This venerable Texas landmark structure currently houses the museum's administrative offices and gift shop.



Santa Fe Railway Diesel locomotive #97 once powered the famous Super Chief. This locomotive was a gift of the Burlington Northern Santa Fe Railway in 1999. Following a campaign by the mayors of Dallas and Fort Worth, this much sought-after acquisition is now a favorite among visitors to the museum.



The Future

A CONCEPT FOR THE FUTURE...*that Respects the Past*

Two principle objectives are to be met when creating the new railroad museum. Existing and future pieces of the collection should be placed under a permanent cover to eliminate further deterioration. Second, they should be exhibited in a setting that is befitting of their heritage and allows for interaction with visitors. The concept of a new museum will likely incorporate the classic design of a big city train station with a "head-house" building and large steel train shed spanning several tracks behind. These tracks would be "stub ended" at the station's concourse and feature the many exhibits of vintage rolling stock.

At the core of the Museum of the American Railroad's collection are the eleven "heavyweight" passenger cars built between 1900 and 1937. Most were products of the mighty Pullman Car Works of Chicago. They would remain central to the theme of a new museum and figure prominently in its programming. Alongside the heavyweights would be their newer counterparts--lightweight stainless steel streamlined cars from the 1940s & 50s. Particular emphasis will be placed on the social and cultural aspects of travel by rail - what life circumstances led to a person's first-class trip to Boston or a coach seat to Memphis?

Programming would focus on two main themes: the effect of the railroad on American life & culture, and the various technologies represented in the collection. The visitor experience at New York's Ellis Island offers several excellent examples for interactive cultural programming - that of immersing people in the exhibit. This is accomplished by arousing their curiosity in the past through creating a personal connection with the stories behind the artifacts. Visitors progress through the exhibit as if they were actually passengers boarding a train in 1925 or 1950. The railworkers' story is told, including the legacy of Pullman porters. This offers an opportunity to create a busy station platform scene - the red cap carrying your bags, the conductor's urgent call of "All aboard," and the porter showing you to your sleeping car accomodation. Each visitor becomes a part of the exhibit.

An outstanding opportunity also exists for the new railroad museum to become a center for technology. The production and use of steam is a fascinating aspect of late 19th and early 20th century industrial history. Visitors would experience the sights, sounds and smells of steam and early internal combustion engines in a working engine house. The museum's existing collection of twelve rare locomotives would help demonstrate the engineering behind rail transportation. The roundhouse worker's story is also to be told in detail including those of boiler makers, pipe fitters and hostlers. This unique working exhibit would be unlike any other museum experience in the Southwest. The dirt and grit of railroading is contrasted with the finery of first-class Pullman accommodations. The many stories of the American Railroad are told in one remarkable museum!



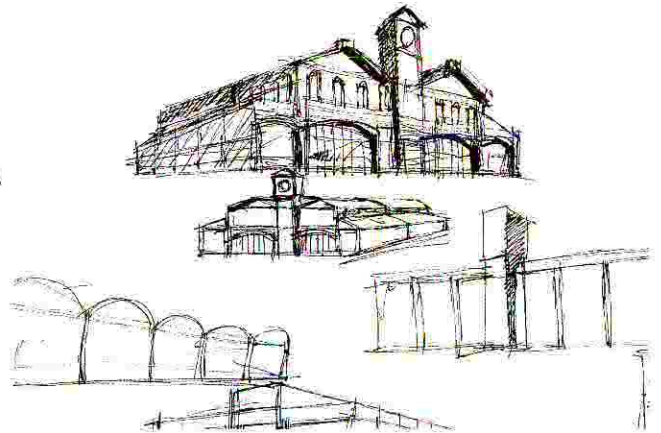
Museum of the American Railroad



I. SITE

LOCATION, LOCATION, LOCATION

1. High Profile, Good Frontage
2. Easily Accessible from major thoroughfares
3. Ample Parking
4. Close proximity to other daytime attractions
5. Adequate ancillary facilities, i.e., restaurants, shopping, hotels, etc.
6. Historic significance to surrounding area
7. Ample police protection and security
8. Long term property agreement (i.e. 99 years)



II. PHYSICAL REQUIREMENTS

A RAILROAD FACILITY, A MUSEUM FACILITY

1. Must have adequate rail access to the general system (a physical connection with an active common carrier rail line)
2. Assurance (by contract, covenant, etc.) that access to live trackage will always be maintained, i.e., trackage rights with owner / operator / lessor, etc.
3. Site must have hard-packed, stable substrate capable of supporting museum trackage with no shifting or settling of heavy equipment (steam and diesel locomotives)
4. Adequate runoff to prevent water retention in the soil which can lead to track (cross tie) rot, moisture buildup under equipment and buildings and condensation on metal surfaces. Suitable drainage of watershed from surrounding properties
5. Free of environmental hazards including substrate which may require future remediation
6. Free of city ordinances and landmark restrictions preventing activities consistent with an active railroad facility, including construction of a heavy repair and restoration shop
7. Approximately 3-4 times the size of present Fair Park location (5-7 acres minimum is needed)
8. Width to accommodate 5-6 parallel tracks with a minimum of 25 feet between each track
9. Minimum length of 850 feet to accommodate a complete passenger train and head building
10. Adequate utilities: water, sewer, electricity (220-240/480 three-phase), gas, and city services
11. Permanent, attractive fencing around entire site to provide security from theft and vandalism (i.e. heavy iron panels with appropriate gates and lift out sections)

III. INFRASTRUCTURE

TRackage....ROOM TO ROAM

1. Minimum 3,500-5,000 feet of exhibit track for the current collection and future growth
2. Tracks arranged in a parallel fashion with gentle turnouts (9 degrees 30 minutes optimal, 15 degrees maximum for shorter wheel base equipment) and at least two leads off of main access. The use of #8 switches is ideal for all turnouts, with #7 used only where space limitations apply. Intermediate crossovers should be employed within the museum to allow movement of equipment without disturbing other exhibits.
3. Trackage of sufficient rail weight (minimum 90--110 lbs/yd) and tie spacing (18"-22") to support the heaviest equipment for long periods without settling (the Big Boy #4018 steam locomotive weighs approx. 1,200,000 lbs)
4. One short track perpendicular to others to simulate interlocking rail junction at Tower #19 exhibit
5. All trackage in compliance with current Federal Railroad Administration (FRA) standards

VISIONS

IV. THE COLLECTION

A. RELOCATION

1. Should relocation be necessary, the entire Museum of the American Railroad collection of rolling stock is capable of being moved on its own wheels, however, a few pieces may require movement by truck or flatcar over long distances due to age and frailty. Buildings and structures may require some disassembly depending on their destination.
2. All movements of equipment by rail would be in compliance with current FRA requirements or by proper exemptions.

B. RESTORATION

1. A comprehensive collections assessment program should precede any major restoration.
2. Restoration of equipment would be on-going on a priority basis as funds permit.
3. Restoration and maintenance of equipment would adhere to museum standards of quality and authenticity with particular attention paid to the historical integrity of each piece.
4. Compliance with environmental and safety guidelines would be followed at all times.

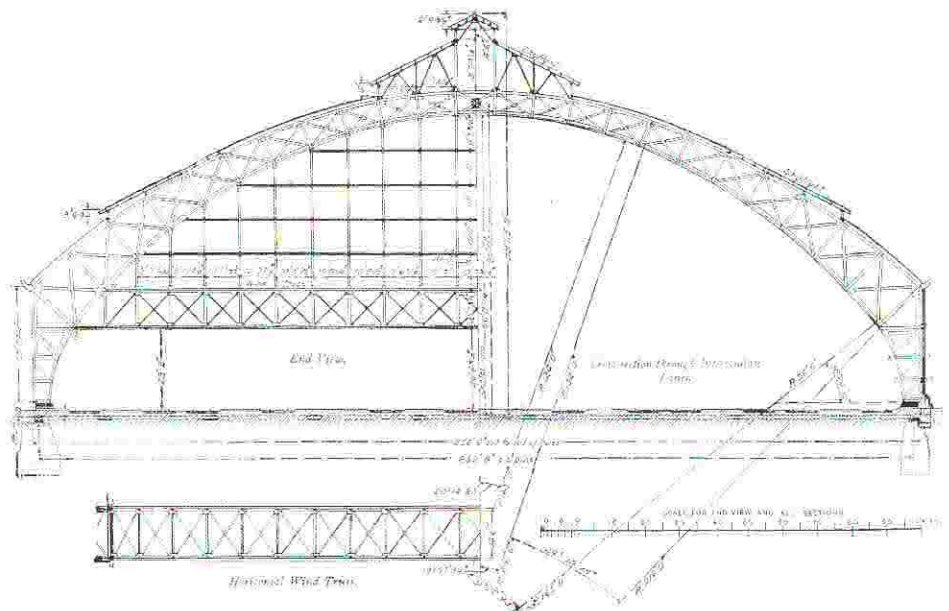
C. EXHIBITS

1. The railroad museum would continue to present interpretive exhibits with increased emphasis on functional displays. Opportunities also exist to serve a much broader audience through the presentation of the various technologies associated with 20th century railroading. The production and use of steam, early internal combustion engines, and the production and use of electrical energy are all relative to expanded exhibits, filling a void not presently addressed in the Dallas museum community. The museum could become a center for these technologies.
2. The Museum of the American Railroad would become more of an active museum rather than a static display, i.e., Big Boy steam locomotive would be showcased in a stand alone exhibit with moving driving wheels and connecting rods, simulated fire in its fire box along with authentic sounds from the exhaust stack - emphasize the sights, sounds, and scents of steam railroading.
3. Create dioramas for principle pieces in the collection, providing a dramatic backdrop for themes such as World War II troop trains, FDR's funeral train, and the around-the-clock activities of roundhouse workers.
4. Create a nighttime station platform scene along the full length of the passenger train with special sound and lighting effects - create the excitement, anticipation, and sense of urgency of a steam train about to depart.
5. Assemble the passenger train to accommodate an end-to-end walking tour through its interior with special emphasis on accommodations and on-board services of a 1920's era train. (i.e. the austerity of a day coach compared to the luxury of a first-class Pullman compartment. Stress the role of porters and conductors. Recreate the flavor and romance of rail travel—service in the grand manner that made every passenger feel special.).
6. Acquire the cars and locomotives necessary to assemble a complete lightweight stainless steel, streamlined passenger train of the 1950s. This exhibit would complement our earlier heavyweight passenger train and appeal to younger generations. Consideration should be given to eventually acquiring retired Amtrak equipment and assembling a 1970-80s era train.
7. Using the museum's remaining three steam locomotives, create an "Age of Steam" exhibit, providing live steam to one or more of the locomotives, allowing the operation of whistles and appliances, with steam escaping at certain points for effect.



VISIONS

8. Create audio-visual presentations to be placed at certain points along the tour and add sound effects at key points of interest within the train shed.
9. Place docents dressed in period railroad attire in passenger cars for enrichment of the experience and security of the equipment.
10. A car and locomotive repair shop would be constructed to authentically replicate a servicing facility in the 1920's. This would be an exhibit in and of itself. Visitors would be allowed to view (at a safe distance) all aspects of railroad equipment repair and restoration with an emphasis on the workers, their tools and their craft. Visitors would be encouraged to return to the museum periodically to follow the progress of restorations and even participate as a member of the museum's volunteer staff. Once the entire collection is restored, rolling stock from other museums might be restored at our facility as a means of additional income.
11. The Houston and Texas Central Dallas Depot would be an active exhibit of a working station with sound effects and operating artifacts such as a telegraph. Emphasize what this landmark depot was like during the years before Union Terminal was constructed and stress the role of the depot as an important link to the outside world during the dusty, early days of Dallas.
12. Santa Fe Tower #19 would be an active exhibit open to visitors, providing a good vantage point in the museum. Particular emphasis should be given to reconstructing the entire interlocking facility which has Texas landmark status.
13. Create hands-on interactive displays for children (and adults) that are both fun and educational.
14. Create an exhibit to promote public awareness of railroad crossing safety and educate children of the dangers of playing on tracks consistent with the rail industry's Operation Lifesaver program.
15. Enhance the museum's priceless collection of operating steam locomotive whistles, and permanently display the 1905 steam calliope from the riverboat "Golden Rod."
16. Construct exhibit/diorama around the freight train depicting a loading dock at Dallas' West End in the 1920s and stress the role of railroads in developing Dallas as a center for commerce, i.e., the cotton trade, etc.
17. Create rotating/changing exhibits, and host traveling displays from other museums to attract repeat visitors, i.e., BNSF Railway's collection of Remington western art and Great Northern Railway's early 20th century advertising art.
18. Commission several life-size bronze statues depicting travelers in period dress. These figures would be placed at key areas in the museum showing the progression of people through a large railway terminal, i.e., redcaps carrying bags, loved ones saying good-bye, soldiers returning home from war, etc.



*Cross-section of clear span train shed, Jersey City, PA, circa 1888.
Form and function combine to create a symphony of iron and steel.*

VISIONS

V. SPECIAL ATTRACTIONS

A. EVENTS

1. Host annual railroad events such as those in Sacramento, Baltimore and Topeka. Invite operating steam locomotives and special trains as guest exhibits. Invite railroads to display new equipment to the public (i.e. Amtrak, BNSF, Union Pacific, and DART). This requires adequate trackage in addition to exhibit tracks. Hosting events such as Day Out with Thomas and Artrain USA will require a minimum of 450 feet of track for additional displays.
2. Host special events for the surrounding attractions.

B. OPERATION OF EQUIPMENT

1. Operate restored locomotives and cars outside of the museum on special excursions and fund raising trips, (i.e. Cotton Bowl Specials, Santa Claus Express, Dallas Heritage Days, and Corporate Sponsored Specials).
2. Explore the operation of regular weekend excursions during tourist season using Santa Fe Locomotive M-160 and two coaches. These excursions would be expanded to include restored steam locomotives as funds permit.
3. Operation of equipment within the museum during special exhibits and tours.

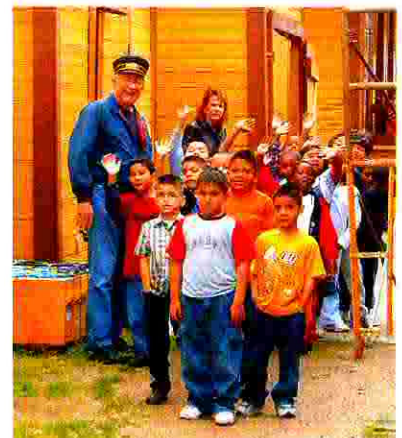
C. FINE DINING AND FACILITIES RENTALS

1. Serve authentic meals in restored M-K-T (Katy Railroad) dining car during peak hours, emphasizing traditional service standards (i.e. railroad recipes, linen, and china). Recreate the elegance of dining on a train. The addition of a second dining car may be necessary. A streamlined dining car from the 1950s would provide expanded themes and broader appeal.
2. Continue to rent the Santa Fe Parlor-Club car for special events such as parties, weddings, movies, murder mysteries, etc. Maintain high standards of Santa Fe lounge car service to enhance the visitor experience. Add additional cars as necessary.
3. Explore the possibility of using a restored first-class sleeping car to provide accommodations for a "Bed and Breakfast" concept, using the dining car for meal service.
4. Incorporate a caboose into a new facility for children's birthday parties.



D. EDUCATION/OUTREACH

1. Continue to address educational needs within the community through our association with the Office of Cultural Affairs, ArtReach, DART Transit Education Program and ArtsPartners. Provide an expanded educational tour program to area schools emphasizing the impact of railroads on American life and culture, the growth of industry, and wartime operations.
2. In addition to outreach programs at schools and universities, the museum should host an annual lecture series utilizing the new orientation theater within the main building.



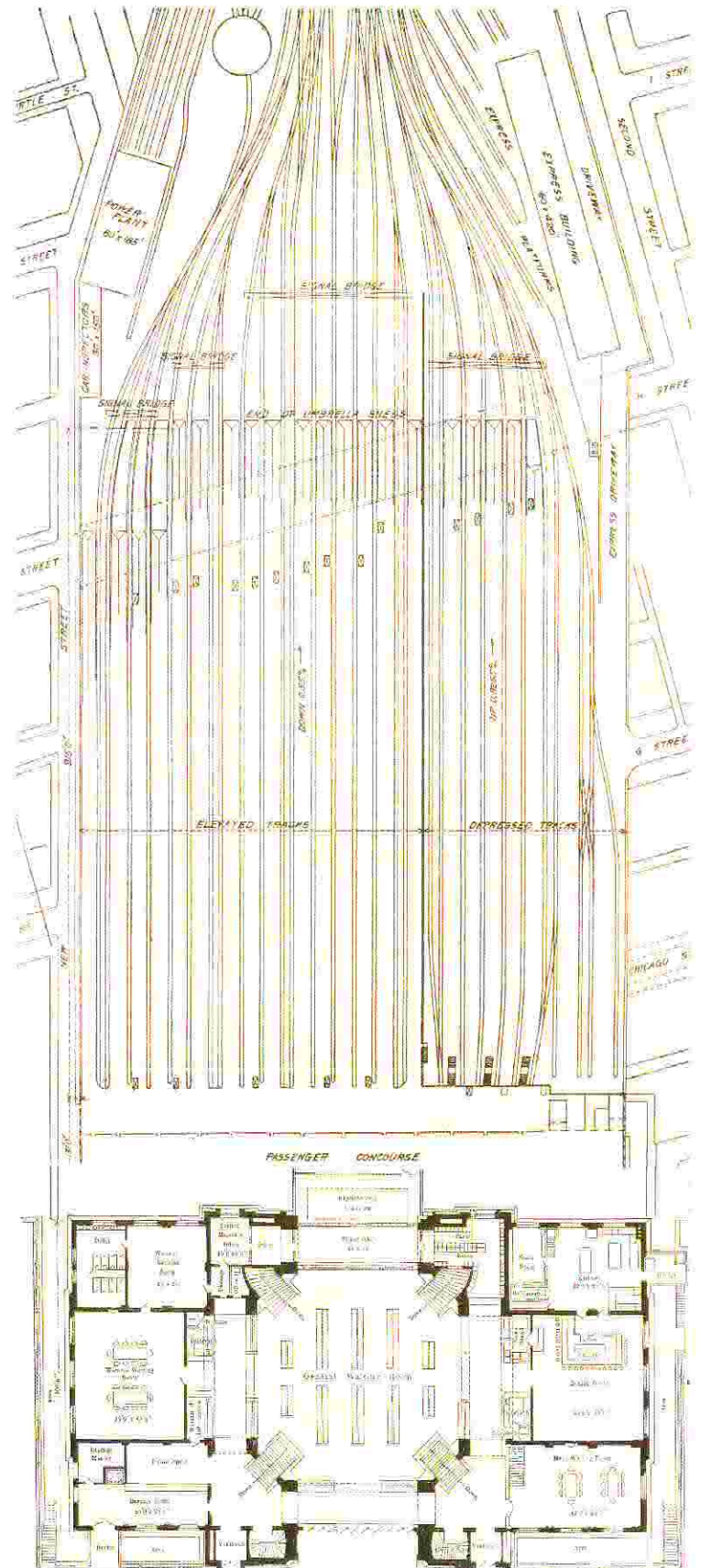
VISIONS

VI. ORGANIZATION

The railroad museum would continue to be a 501(c)(3) private not-for-profit Texas corporation. Its primary mission would remain as an educational institution and to provide for the stewardship of the collection. The present "Age of Steam" collection would remain intact as the core of an expanded museum of size and scope. Governance has recently been updated to more effectively address the needs of the museum and enable the organization to develop a high profile board of trustees. Governance would continue to be updated as required to facilitate growth, while maintaining a loyalty to the organization's original charter and mission. The name of the museum would likely be changed to more accurately reflect the expanding programs and progression of preserved technologies. The "Age of Steam" moniker would be used as part of a new and expanded exhibit of related artifacts within the museum. A new name offers opportunities for expanded marketing strategies and a greater relevance to our audience. Professional paid staffing would be expanded as needs and funds permit. Volunteers would continue to play a key role in the day-to-day operations, both in guest services and restoration & care of the collection.

Finally, it should be the goal of the new museum to achieve AAM accreditation within a realistic period of time following its opening. It has also been suggested that the museum become a Smithsonian affiliate. This would allow Dallas to become a venue for national transportation artifact exhibitions. *The Museum of the American Railroad* has an opportunity to set new standards of professionalism in its field, while gaining national recognition as a center for transportation history and technology.

The station diagram (right) represents a typical headhouse terminal building with stub-end tracks behind. A passenger concourse extends the length of the building's rear exterior wall and serves as an enclosed transitional area between the station and its platforms. The building itself houses the several amenities found in large train stations, including the great hall. The largest of interior spaces, this room serves as a gathering place and a crossroads of various cultures.

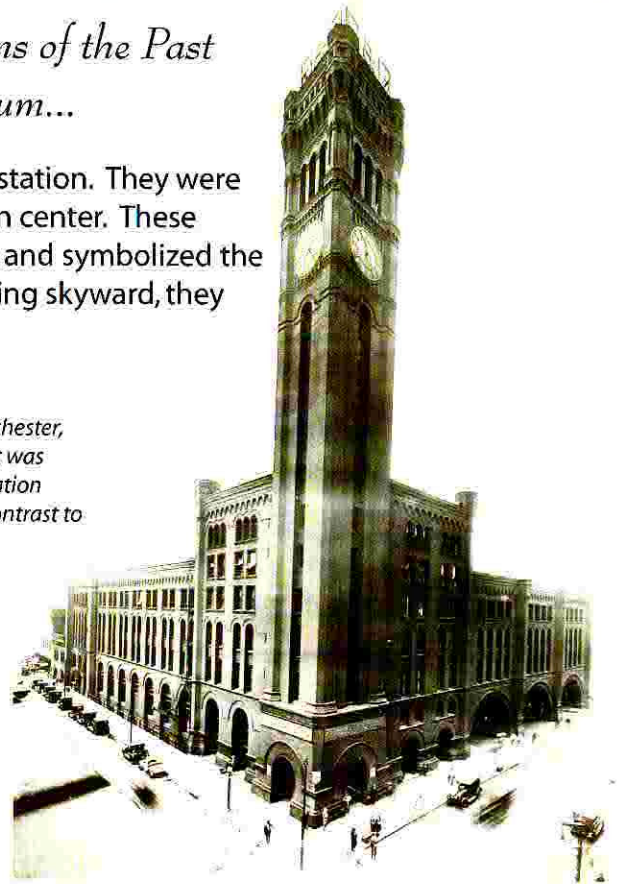
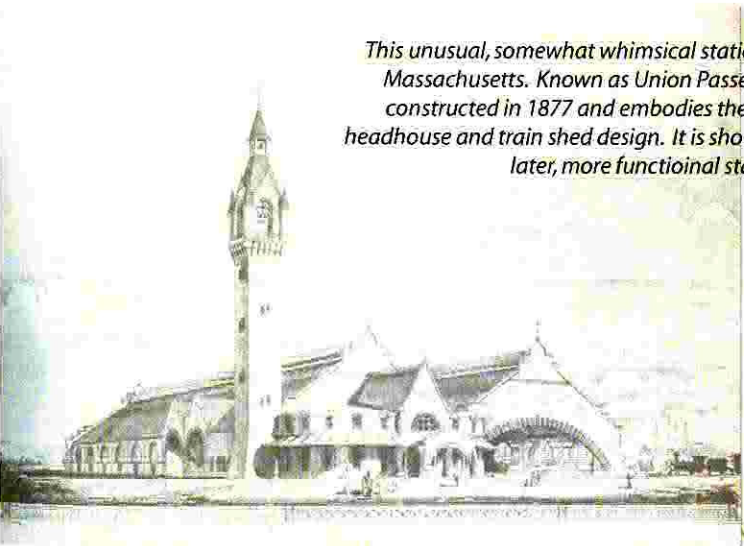


Temples of Transport

*Design Influences from Great Railway Stations of the Past
Inspire the Creation of a New Museum...*

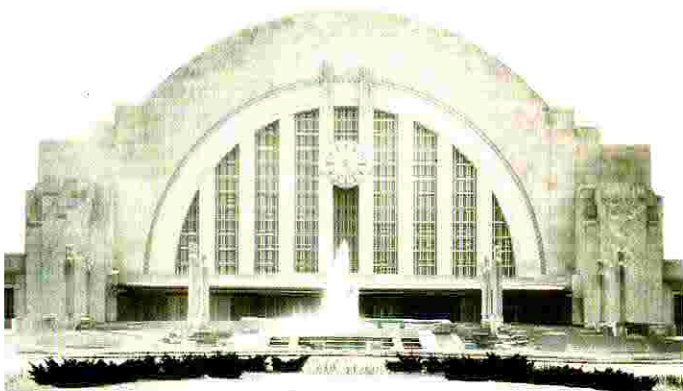
No single edifice defined a city and its people more than the train station. They were the first and last impression that travelers had of every major urban center. These Temples of Transport were built at the height of the Industrial Age and symbolized the might and prosperity of the railroads. With their clock towers soaring skyward, they raised time to a prominence that regulated a modern society.

This unusual, somewhat whimsical station served Worcester, Massachusetts. Known as Union Passenger Station, it was constructed in 1877 and embodies the monolithic station headhouse and train shed design. It is shown here as a contrast to later, more functional stations.



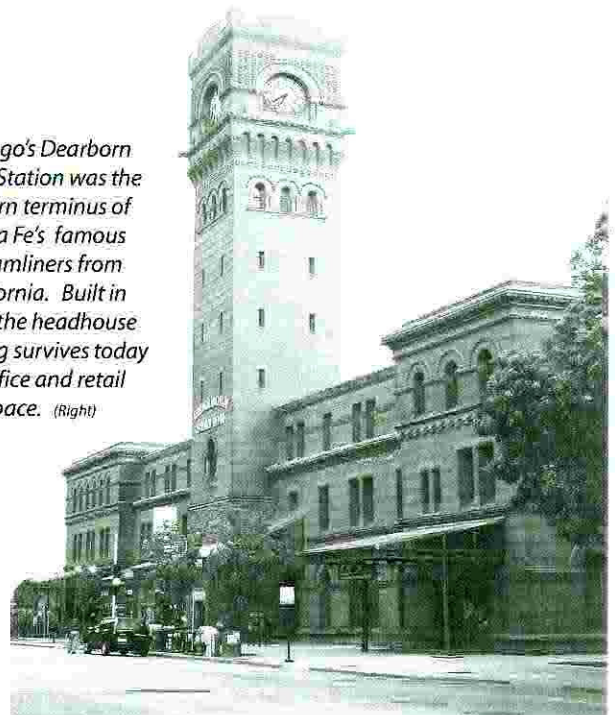
First of Chicago's six stations to fall, Grand Central Station of 1890 was razed in 1969. Serving the Baltimore & Ohio and Chesapeake & Ohio Railroads, this station was grand indeed. (Above)

Visitors to the new Railroad Museum should experience the same impressions as those who entered these great stations a century ago. Once inside, the grand hall should create a sense of place that inspires visitors to travel beyond the limits of their imagination.



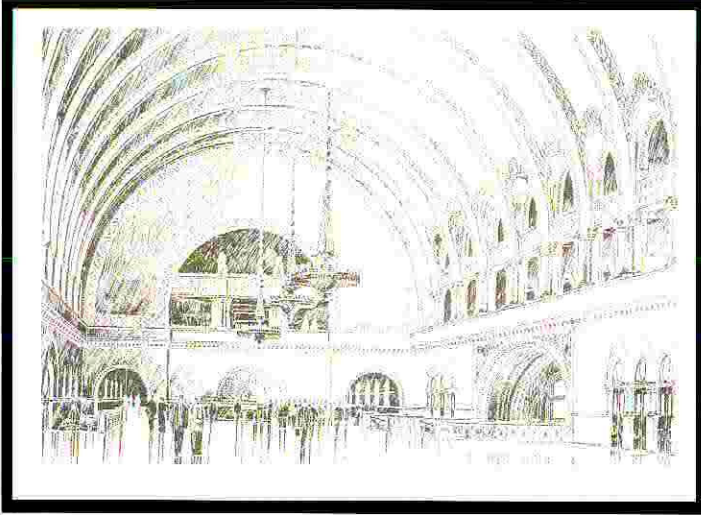
Cincinnati Union Station was among the last of its kind to be constructed. Built in 1933, its machine-like functionality and symmetry still stand today as a classic example of art deco architecture. Its rotunda now houses a science and technology center while the remaining station facilities still serve Amtrak today. (Above)

Chicago's Dearborn Street Station was the eastern terminus of Santa Fe's famous streamliners from California. Built in 1885, the headhouse building survives today as office and retail space. (Right)



Portal to Far-Flung Places

Great Interior Spaces of the Past Inspire New Generations



Artist's rendering of St. Louis Union Station's Grand Hall of 1884. The head building now anchors a highly successful retail/hotel/entertainment complex located under the original 50,000 square foot train shed.

Regarded as destinations unto themselves, the great train stations of the past serve as inspiration for the new museum's main building. They were cultural crossroads where human events were punctuated by the movement of trains. These stations never slept, were self-contained, and many transcended any limitations of the very cities they served.

The new museum experience should place an emphasis on creating this sense of place for visitors. Upon entering the main building, an awe-inspiring great hall should rise before them. Amenities should line its periphery including a coffee shop, museum store, and orientation theatre. This same space would serve as a revenue source after hours, providing facilities for special events and private gatherings.

Visitors would pass through the great hall and into the concourse - a sort of annex where architecture gives way to an almost mechanical routing of people to and from their trains. The station experience culminates in the visitors' progression along several platforms which line the exhibit tracks. Here, the excitement and urgency of boarding a passenger train builds as visitors encounter the museum's vast collection.



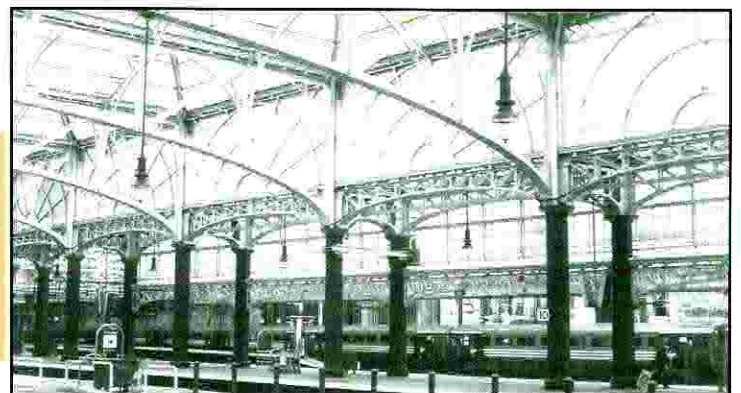
Main concourse of New York's 1910 Pennsylvania Station. While certainly not practical or economical to recreate this grand structure, every attempt should be made to construct a museum building which creates the mood and sense of place conveyed in this photograph. Such a structure would draw the collection together in a dynamic environment, rich with early 20th century architectural elements. Razed in 1963, the loss of Pennsylvania Station launched the modern preservation movement in the U.S.



Central Station, Glasgow, Scotland. These 2001 views show a bustling turn-of-the-century station with modern amenities.

View showing the concourse and rear exterior wall of headhouse with semi-circular restaurant protruding from second floor.

View from rear of headhouse across concourse into train shed.



The Art of Industry

Railroading as an Art Form...



Kelly Berry, 2004

The Museum of the American Railroad has a unique opportunity to present its collection in a new perspective that celebrates form and honors the individual design elements of its varied pieces. The preservation of industrial artifacts and the creation of museums that house them is an emerging discipline. Once considered so much discard, we are gaining an appreciation for 20th century iron and steel creations as an art form.

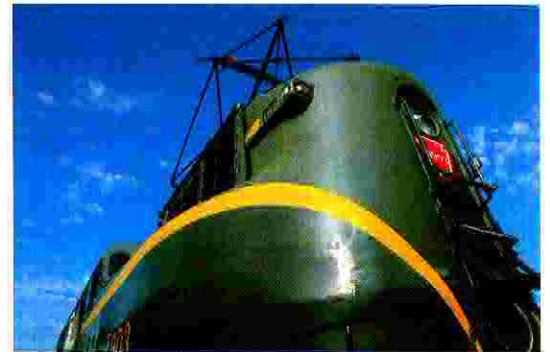
Many traditional museums are now devoting exhibit space to industrial items once appreciated only by private collectors, items that represent a link with

our more recent past. Due to their high public visibility, the railroads represented, and in many cases influenced, industrial design. Such designs were motivated by economic as well as aesthetic reasons and were marketed to the traveling public.

The functionality of the teens and 1920s would give way to a revolutionary style that would sweep the nation—streamlining. The railroads embraced this modern design that would inspire hope in a nation gripped by financial depression. The diesel-electric locomotive would soon revolutionize the industry, contrasting their bright, bold graphics with the traditional black of the steam locomotive.

The Edward G. Budd Manufacturing Company would render George Pullman's Palace cars obsolete with the debut of its new streamlined Zephyr in 1933. The train would be emulated in automotive design, art, and film. The Santa Fe Railway would blend its famous Southwestern Native American motif with art deco elements to create a look and feel all its own.

Such styling greats as Raymond Loewy, Otto Kuhler, and Henry Dreyfuss transformed everyday items into functional works of art. Their work was applied to the railroad, often with dramatic results. The museum possesses outstanding examples of industrial design, with endless opportunities for future exhibits.



Raymond Loewy's seamless design created sweeping lines on Pennsylvania Railroad's GG-1 electric locomotives.



DeGolyer Library, SMU

At speed...even when standing still. General Motors' Electro Motive Division delivered its custom-bodied E-5 locomotives to the Burlington Lines in 1939. Inspired by Budd's fluted carbody design and crafted in stainless steel, these engines could be found at the head end of Burlington's sleek, streamlined Zephyrs.

Collection Highlights

In its 40 plus years of existence, the Museum of the American Railroad has added several significant pieces to its collection of historic rolling stock and structures. Among the many interesting pieces on display are the following: Pennsylvania Railroad GG1 Electric Locomotive, Dallas Depot of the Houston & Texas Central Railroad, Union Pacific "Centennial" Diesel Locomotive, Union Pacific "Big Boy" Steam Locomotive, Pullman Sleeping Car "Glengyle", Santa Fe Interlocking Tower 19, Santa Fe FP-45 Diesel locomotive, and Burlington business car "Texland".



Pennsylvania Railroad GG1 Electric Locomotive (1940).
This locomotive pulled Senator Robert Kennedy's funeral train in 1968. Designed by famous industrial architect Raymond Loewy, the GG1 represents classic art deco styling. Loewy is also known for other great works such as the Studebaker Avanti and the Greyhound Scenicruiser bus.
Gift of Amtrak, 1980.

Dallas Depot of the Houston & Texas Central Railroad (ca 1900)
Historic Texas Landmark. This venerable wood structure has witnessed Dallas grow from a dusty prairie town to the center for commerce in the Southwest. In continuous use for over 100 years, it now hosts the hundreds of daily visitors to the Age of Steam. It is the oldest surviving depot in Dallas.
Gift of TxDOT, 1963.



Union Pacific "Centennial" Diesel-Electric Locomotive #6913 (1969).
With its delivery coinciding with the 100th anniversary of the first Transcontinental rail line, the Centennial remains the world's largest Diesel locomotive ever constructed. It's twin 16 cylinder engines produce a combined 6,600 horsepower.
Gift of the Union Pacific Railroad, 1986.

Union Pacific "Big Boy" Steam Locomotive #4018 (1942).
Designed and built to haul heavy trains over the Continental Divide, "Big Boy" is the world's largest steam locomotive. Weighing in at 1.2 million pounds, it dwarfs other pieces in the collection and remains the museum's centerpiece today.
Gift of Union Pacific Railroad, 1965.



Collection Highlights



Santa Fe Railway Tower 19 (1903). Listed on the Texas Inventory of Historic Structures. Known as interlocking plants, these structures housed machinery that controlled the movement of trains at busy rail intersections. Tower 19 stood sentinel over the busiest rail junction in Dallas for 90 years. Its preservation and relocation to Fair Park in 1996 was one of the more ambitious projects undertaken by the museum.
Gift of Dallas Area Rapid Transit, 1996.



Santa Fe Railway FP-45 Diesel-electric Locomotive (1967). Built by General Motors, this is among a handful of locomotives constructed specifically for the famed Super Chief passenger train in the late 1960s. While most railroads were exiting the passenger business, Santa Fe was still investing in theirs. With the advent of Amtrak in 1971, the FP-45 was relegated to freight service where it would work another 28 years.
Gift of Burlington Northern Santa Fe Railway, 1999.



First-Class Pullman car "Glengyle" (1910). Built by the once mighty Pullman Company of Chicago, "Glengyle" is the oldest surviving all-steel, all-room Pullman sleeping car in existence. It was awarded National Historic Engineering Landmark status in 1987. It also provided first-class accommodations to family and dignitaries aboard Franklin D. Roosevelt's funeral train in 1945.
Gift of Texas & Northern Railroad, 1964.



Fort Worth & Denver Railway Business Car "Texland" (1900). Regarded as Lear jets of their day, business cars exuded wealth and prestige. Their opulent interiors and plush accommodations were statements about their exclusive passengers. "Texland" was used by railroad executives as their office and hotel on wheels. Its private suites, dining room, and rear salon are finished in fine mahogany and cherry woods. This rare surviving example was also used during Harry Truman's whistle stop campaign for Senator.
Gift of Burlington Railroad, 1966.

Museum of the American Railroad

VISIONS



Visions 2006 is a creation of the Museum of the American Railroad staff

*Bob LaPrelle
President & CEO*

*Kellie Murphy
Director of Public Programs*

*Museum of the American Railroad
PO Box 153259
Dallas, Texas 75315-3259
(214) 428-0101
www.dallasrailwaymuseum.com*